

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN ... \$20.00
SOLE AGENTS—
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S
BRANDIES
ARE KNOWN ALL OVER
THE WORLD.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

No. 13,831 號壹十叁百捌千叁萬壹第 日肆十月陸年捌十二緒光 HONGKONG, FRIDAY, JULY 18th, 1902. 伍拜禮 號捌十月柒年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

SANDEMAN'S
AUSTRALIAN
CLARETS
AND
HOCKS.

SOLE AGENTS—
A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
[a1645]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]

CUTLER, PALMER
& CO.'S

PRICE \$11.25 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a48]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS on Week Days.

SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [a392]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second-hand machines.
Repairs executed with promptitude and skill.
Cannelling a Specialty.

43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a993]

GERLEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$3.50 per Cask of 375 lbs. net or Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1603]

NOTICE.

WE have this day been appointed
AGENTS FOR HONGKONG

for the
TAIWAN STONE AND SHELL LIME
FACTORY, MACAU.
These Limes have been tested by experts, and
found to be SUPERIOR TO ANY OTHER PRODUCED
IN CHINA. All houses should be lime-washed
with this Lime. It gives an air of brightness
and kills vermin. It is a decided check on
plague and other pestilential diseases, and it is
valuable for building purposes, having been
tested and found to give 60 to 70 lbs. to the
square inch breaking strength.
Orders will be received and testimonials can
be seen and prices quoted on application to
C. E. WARREN & CO.
30, Des Vaux Road Central.
Hongkong, 16th June, 1902. [1667]

S. LARCHER PERE AND FILS JEUNE, BORDEAUX.

AFTER-DINNER WINE.
1 Doz. 2 Doz.
BOTTLES HALF-BOTTLES.
CHATEAU ST. GERMAIN ... 1885 ... \$9.50 ...
CHATEAU BON AIR ... 1885 ... 19.50 ...
CHATEAU BEYCHEVILLE ... 1889 ... 21.50 ...
CHATEAU PALMER ... 1889 ... 21.50 ...
CHATEAU MOUTON ROTHSCHILD ... 1889 ... 30.00 ...
HAUT SAUTERNES ... 1884 ... 15.00 ...
CHATEAU LA TOUR BLANCHE ... 1883 ... 20.00 ...
CHATEAU YGUEM ... 1883 ... 30.00 ...
Apply to—

G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
60 & 62, Des Vaux Road Central. KOWLOON BAY.
W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS. [a2863]

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

RECENT BOOKS.

Through Unknown Tibet, by Capt. ... 9.00
Wells ... 7.75
Mr. Punch's Annual Land ... 4.25
Verboek of Japan, by Griffin ... 4.25
China and the Power, by Thomson ... 5.25
A Year in China, by Bigham ... 6.00
Charter Parties and Bills of Lading ... 1.90
Casell's Illustrated History of the Boer ... 5.50
War ... 2.75
The One Before, by Barry Pain ... 12.00
"Saunders' Medical Hand Atlas" ... 12.00
Gynecology, by Schaeffer ... 12.00
Anomalies and Curiosities of Medicine, ... 12.00
by Gould and Pyle ... 12.00
ANGLO-EGYPTIAN CIGARETTE CO.
Work, by Zola ... 7.75
SULTAN & PASHA CIGARETTES.
The Land of the Blue Gown, by Mrs. ... 9.00
Archibald Little ... 9.00
Well known. Air-tight Tins. Reasonable price [33a]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN CO.

SOLE AGENTS.

LANE, CRAWFORD & CO.

NEW GOODS.

BATHING DRESSES AND DRAWERS,

A.S.A. SWIMMING COSTUMES,

BATH ROBES,

BATH BLANKETS,

BATH TOWELS,

THIN TROPICAL BLANKETS,

&c., &c., &c.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$23.75 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

IMPERIAL BRAND,

\$12 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

COTTAM & CO. (JUST RECEIVED).

STRAW HATS (ALL SIZES).
SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES
FOR SUMMER WEAR. [a37]

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TA LETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS. LIMITED. [a33]

P H O O . PLATES, PAPERS

G R A P H I C AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a4]

GINS

Per Case of

NOLET'S GENEVA (SQUARE BOTTLES) ... 15 Bottles ... \$8

HULSTAMP'S GENEVA (STONE BOTTLES) ... 12 half ... 11

BOL'S SUPERIOR ... 1 doz. Bottles ... 13.50

JAS. COULT'S & CO.'S SUPERIOR OLD TOM ... 8

JAS. COULT'S & CO.'S SUPERIOR UNSWEET-
ENED GIN ... 1 ... 8

BOORD'S OLD TOM GIN ... 1 ... 9

BOOTH'S No. 1 OLD TOM ... 1 ... 11

COATE'S PLYMOUTH GIN ... 1 ... 11

CALDBECK, MACGREGOR & CO.

Hongkong, 12th July, 1902. [a36]

UNITED ASBESTOS ORIENTAL

AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Piston and Valve Rods and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering-experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER

Superintendent ... ARCHIBALD RITCHIE

DODWELL & CO., LIMITED, General Managers

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS

PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

CARLOWITZ & CO. Sole Agents.

1738a

NOTICE TO MARINERS.

HONGKONG HARBOUR.

REFERRING to Government Notification

No. 347 of 1902, the Wreck of the

S.S. "PAKSHAN" is now marked by TWO

BUOYS painted green with WRECK in

white letters, and which will carry red lights

at night.

Vessels are cautioned not to approach within

100 feet of these Buoys.

R. MURRAY RUMSEY.

Ret. Com. R.N.

Harbour Master, &c.

Harbour Department.

Hongkong, 16th July, 1902. [1555]

CARTRIDGES! CARTRIDGES!

JUST LANDED A NEW STOCK o

ELEYS and KYNOLDS SPORT-

ING CARTRIDGES and NEWCASTLE

CHILLED SHOT.

20 BORE CARTRIDGES

16

12

10

8

Wm. SCHMIDT & CO.

Gunsmiths.

Hongkong, 3rd January, 1901. [15]

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

JAUS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1905. [1419]

CHEONG SHING

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERY, AND

CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.

No. 29, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUPP & Co.)

Hongkong, 2nd June, 1902. [155]

OREGON LUMBER.

THE Undersigned, being closely connected

with the leading MILLS at PORT

LAND and PUGET SOUND, are always pre-

pared to book orders for any specifications at

LOWEST RATES.

SIEMSEN & CO

Hongkong, 14th February, 1901. [66]

HOTEL

THE QUEEN'S HOTEL,

ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer

Wharves, and seven minutes by Ferry-launch

from the City of Victoria.

A First-class Hotel with thirty-five very

nice Bedrooms

Board and Residence:

By the day ... From \$5 to \$7.00

month ... \$85 to \$110.00

for Married Couple ... \$160.00

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thurston Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. RUTTONJEE.

Proprietor.

Hongkong, 25th November, 1901.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisines of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGE MODERATE. [a49]

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the

North-Easterly Monsoon and Open to the South-

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a980]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the</

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

	Per Doz.	Per Bot.
B. SUPERIOR PALE DRY.		
Dinner Wine, Green Seal		
Capsule	\$10.80	\$0.90
C. MANZANILLA, PALE		
NATURAL SHERRY.		
White Capsule	12.00	1.00
C.C. SUPERIOR OLD DRY.		
PALE NATURAL		
SHERRY, Red Seal		
Capsule	14.40	1.20
D. VERY SUPERIOR OLD		
PALE DRY, Choice Old		
Wine, White Seal Capsule	16.20	1.35
E. EXTRA SUPERIOR OLD		
PALE DRY, Very Finest		
Quality (old bottled).		
Black Seal Capsule	24.00	2.00

B, C, & CC are excellent Dinner Wines.
D and E are After-Dinner Wines of
VERY FINE VINTAGE.
ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have
been specially selected, and procured
from the celebrated firm of Messrs.
GEO. G. SANDERSON, SONS & CO.,
of London, Oporto and Xeres.

	Per Doz.	Per Bot.
LIGHT DRY	\$15.00	\$1.25
SOLERA	21.00	1.75
VERY PALE DRY	21.00	1.75
FULL GOLDEN	24.00	2.00
PALE DRY NUTTY	27.00	2.25
FINE OLD BROWN	36.00	3.00

MADEIRA.

	Per Doz.	Per Bot.
GOOD	\$15.00	\$1.25
FINE	24.00	2.00

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Colonias, A.B.C. 6th Ed.
Lieber's
P.O. Box, 33. Telephone No. 12

BIRTH.

On the 10th July, at 65, Chapeau Road, the wife
of M. J. E. DA SILVA, of a daughter.

MARRIAGE.

On the 10th July, at Frimley, Surrey, Capt. B.
McDONALD, D.S.O., son of late J. McDONALD, of
Hongkong, to MABEL CONSTANCE PENNINGTON.

DEATHS.

At "Auchenloch," near Brechin, Forfarshire,
THOMAS SCOTT, Senior Partner of the firm Guthrie
& Co., of Singapore and Fremantle, W. A., and
South & Co., of 5, Whitlington Avenue, London,
aged 70 years.
On the 8th July, at Wuhu, CHRISTIAN TROSKOR
MURDER, of the Chinese Customs Service.
On the 9th July, at 47, Bubbington Wall Road,
Shanghai, ALICE JEAN, youngest child of R. D.
WATT.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 18th July, 1902.

THOUGH little now be heard of the Harbour
Master's suggestion that a bridge be
thrown across the channel from Hongkong
to Kowloon, there can be no doubt that
it yet lingers in the minds of many who
are not mere fanciful speculators. Of
the many aspects of the yet necessarily
nebulous scheme, none was more attractive
than the hopeful relief it seemed to offer
from our ever-present problem of the water
supply. Mains could be laid across the
viaduct and water fountains would become
things of the past; the plentiful courses of
the mainland would supplement the uncer-
tain streams of Hongkong with unceasing
flow. To a community then enduring all
the miseries attendant upon a supply of
water painfully limited, it was little wonder,
indeed, that the projected scheme should
present itself in a rosy hue. It was
almost the first proposal put forward for
providing a continuous supply of water
from Kowloon, and now that this idea has
been taken root, however slight, it is not beyond
the bounds of probability that it will in due
time fructify. In the event of a bridge
being built, the mains would require
to be lowered to the bottom of the Harbour

at the drawbridge in the centre of the
structure. But the very fact that the pipes
would have to be laid along the sea-bed for
this short space is suggestive of the thought
that what is practicable over a short distance
might be equally so over the whole width
of the channel: that the mains could be
laid along the sea-bottom from the island
to the mainland, independently of the
viaduct. In this connection, it is interest-
ing to learn that in the city of Amsterdam
a scheme of this nature is already in
operation. Some outskirts of the city,
situated on the opposite side of the River
V, are supplied with water by means of
three armoured mains, each 492 yards in
length and of two inches inside diameter,
laid across the river-bed. To serve the
purposes of Hongkong, any such mains
would require to be nearly four times
longer and, we presume, of greater capacity
than those which do service in Amsterdam.
These are not insurmountable obstacles,
however; and if the mains can be kept
clear of the anchors of the shipping, there
seems to be no reason why Hongkong
should not find salvation in such exceptional
means, adopted to meet an exceptional case.
Nothing at any rate would be lost by
obtaining expert opinion on the subject.
The Amsterdam subaqueous service was, it
may be mentioned, carried out by Messrs.
FALLEN & GUILLAUME, of Mülheim-on-
Rhine.

During the 24 hours ended at noon yester-
day 5 new cases of plague were reported, 4
being fatal.

Eight Chinese houses in Angus Street, close
to Elgin Bridge, Singapore, were destroyed by
fire on the night of the 16th inst.

A statutory meeting of the Hongkong Land
Investment Company was held at three o'clock
yesterday afternoon at the offices, Victoria
Buildings.

The water polo match at the V.R.C. last
night between teams of the Welsh Fusiliers
and Royal Artillery ended in the crushing
defeat of the latter by 10 to 0.

The fruit-dealers in Hongkong are experienc-
ing a brisk demand for pine-apples—a result,
no doubt, of the letter which appeared in our
columns the other day showing the value of
the fruit as a digestive agent.

On the afternoon of the 9th inst. Shanghai
was visited by a wind storm which lasted some
ten minutes, during which the Settlements were
filled with dust. A resident out in a sailing
boat was caught in it in the Seven Mile Reach,
but fortunately had no mishap.

We are requested by the directors of Messrs.
Campbell, Moore & Co., Ltd., to state, for the
information of "A Shareholder," that they
regret exceedingly that the annual meeting of
the Company has not yet been held. The
reason for the delay will be fully explained at
the meeting which will take place some time
next week.

In spite of counter attractions during the
summer in the shape of picnics and bathing
parties, a large number of people were present
last Wednesday at the New Parade Ground to
listen to the music provided by the Band of the
10th Bombay Light Infantry, under Band-
master Vaz. This was the first appearance of
this band, and the programme submitted was
very creditably executed and much appreciated.

In Hongkong, the home of noting appoint-
ments, the following paragraph from the
Shanghai Union should be appreciated:—A
rather peculiar acting appointment has been
made by the Council but it was inevitable.
The Secretary has had to go to Japan for the
benefit of his health, while the Assistant Sec-
retary is on home leave, the consequence being
that the Municipal Engineer has been appointed
to fill the Secretary's office in the meantime.

Their Majesties the King and Queen held a
Court on 13 inst. at Buckingham Palace.
His Imperial Highness Prince Chen of China,
attended by his suite, was present at the Court.
His Imperial Highness Yi Chai-Kak, Prince
of Corea, attended by his suite, was also pre-
sent. Amongst the members of the Corps
Diplomatique invited on this occasion were the
Siamese Minister, the Japanese Minister and
Viscount Hayashi, the Chinese Minister and
Mrs. Chang, and Sir Halliday Macartney.
The general invitations included Mr. and Mrs.
H. Clifford. Amongst those presented were
Mrs. Kewick, by Lady Castlemaine, and Miss
Mary Kewick, by Mrs. Kewick.

H.M. Consul at Manila, in a recent report to
the Foreign Office, states that the recently
imposed tariff has not altered conditions to any
great extent. Luxuries have increased in price,
necessaries remain the same. French imports
have suffered the most. The import of Scotch
whisky has increased largely. Americans being
of opinion that it is better suited to the climate
than the American article. Automobiles are
coming into use owing to the scarcity of horses
in consequence of the long war, which affected
the horse-breeding district of Batangas,
especially. The American Mail Line from San
Francisco to Hongkong (including the "White
Star" vessels on that run) have begun to call
at Manila on their way to the latter port. A
Japanese company are running the line P. & O.
Rosetta between Manila and Hongkong at
considerable loss to themselves and the com-
peting Hongkong lines.

We understand that a new Portuguese weekly
paper will be published in the Colony soon.
The paper will probably be styled *A Verdade*.

It is stated that Singapore will shortly boast
of a weekly sporting and illustrated newspaper.
It may possibly prove a success, but we have our
doubts on the subject, comments the *Straits*
Times.

Captain G. C. Anderson, hon. secretary of
the local branch of the Navy League, sends us a
copy of the *Navy League Guide to the*
Coronation Review. It is splendidly printed
and illustrated and will make an excellent
souvenir of the Review.

We were in error in stating yesterday that
the Volunteers had engaged in gun practice
from Belcher's. The practice was carried out
by one of the Royal Artillery Companies of the
Garrison, and the officers of the Volunteer
Corps were present in the fort as spectators.

On the 9th inst. the steamer *George Pym* ran
aground at Tungkong, the forepeak being the
part affected. The fire was overcome by the
crew, but one of the men, a Chinaman, was
suffocated and another had to be removed to
hospital. Steam was got up on the fire-boat
and she went up to the *Pym* before she could
be recalled. Her services were not required.
The origin of the fire is unknown.

It is reported, says the *L. & C. Express*, that
the subsidised steamer *Ocean*, belonging to
the Jelut Company, now regularly calling at
Herberts Bay, will, as soon as she has finished
her trip between Sydney, the Marshall Islands,
and Caroline to Hongkong, leave Hongkong
for Rook's Islands and then proceed to the
harbour of New Guinea. The Imperial Gov-
ernment has enhanced the subsidy for the *Ocean*.

The cruiser *Astruc* was paid off at Chatham
on the 12th ult. In the course of an account
of her commission one of the crew says that
September, 1900, saw us at Salonic (Turkey)
with the fleet, at which port orders were signalled
to us by the Commander-in-Chief, to proceed
to China to strengthen the squadron, as trouble
was brewing. At Salonic we picked up the
torpedo-boat destroyer, *Janus*, and took her in
tow for the stationing, arriving at Hongkong
on Trafalgar Day, 1900. On December 28th
we proceeded to Shanghai as guardship and
senior naval officer, remaining at that port until
May, when, as the political horizon was cloud-
ing in Corea, we were ordered to proceed to
Chemulpo, Dr. McLeary Brown having asked
for a man-of-war to be present, as things were
becoming serious. We remained there until
everything was settled, and then proceeded to
Amoy, thence to Hongkong, and finally back to
Shanghai, at which port we received telegraphic
orders to proceed home. We are now waiting
anxiously for the China medal, which the
Admiralty seem rather dubious about granting
to the ship's company, as we appear to have
arrived a few hours late in the Yangtze.

The German garrison in the Far East, by
Imperial order, will soon undergo a diminution
as well as a new organisation. The garrison
will consist of two regiments of foot soldiers,
each regiment formed of three battalions of
three companies, an East Asiatic corps of
chasseurs a cheval, one East Asiatic horse
battery, two East Asiatic mountain batteries,
a ditto company of pioneers, and Field
Hospital I and II. The rest of the present
garrison will be recalled to Germany and will
be dissolved. In 1901 the numbers of the
contingent were fixed at 4,794 of all ranks.
The reduction now contemplated provides for
a total of about 3,300. The field howitzer
battery is to return to Germany, one field
and one mountain battery remaining. The
troops will be distributed as follows:—One
infantry battalion (about 400) in Tientsin, 800
men in Shanghai, 800 in Peking, and 1,300 in
Tientsin. The remaining four companies of
infantry will be posted between Peking and
Tientsin, at Yang-tsun, Langfang, Tangku,
and Shanhsikwang railway stations. This
reduction is the result of the Government's
original estimate of 24,900,000 marks for 1902
being curtailed by the Reichstag to 20,000,000
marks.

THE MACAO OPIUM FARM.

The auction of the lease of the Macao opium
farm was held on Wednesday, when it was
purchased by the present holder, Kung Chin
Yan Wo, for \$130,000, an increase of nearly
\$200,000 over the price paid for the old lease.
This represents an appreciable addition to the
revenue of the Portuguese colony.

THE CHEFOO SCHOOL CALAMITY.

Telegrams to the *N.C. Daily News* from
Chefoo state that another victim, Cyril Molloy,
aged 10, died on the 9th inst. exhibiting sym-
ptoms identical with those of other eighteen of
his schoolmates who were ill, namely, ptomaine
poisoning. Parry, Ewing, Squire and Devald
had recovered; Newcomb was progressing
favourably.

A VETERAN ADMIRAL.

Admiral of the Fleet the Hon. Sir Henry
Koppel had the honour of being received by the
King and Queen on the occasion of his 93rd
birthday. The gallant old admiral entered upon
his 94th year on 14th inst. He is the only
surviving son of the fourth Earl of Albemarle,
and granduncle of the present Peer. He was
born in 1809, and entered the Navy when only
13, so that his life as a sailor now extends to 80
years. He only recently returned from his trip
to Malaya. Just 60 years ago Sir Henry com-
manded H.M.S. *Dido* in the China War, and a
quarter of a century later he was Commander-
in-Chief of that station, where he has seen so
much service.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 17th July, 9.45 a.m.

THE FRENCH AND MACAO.

Lord Cranborne is informed that the
report that the French flag has been hoisted
at Yehiti, near Macao, has no foundation.

HANKOW-CANTON RAILWAY—
BELGIAN CONCESSION.

The Brussels correspondent of the *Express*
learns that a Belgian syndicate has acquired
the Hankow-Canton railway concession.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 17th July, 9.45 a.m.

THE AMERICAN COTTON CROP.

The American Agricultural Department
issues a favourable report. The cotton
crop promises to be the best for years.

REUTER'S SERVICE.

LONDON, 15th July.

THE GOVERNMENT CHANGES.

His Majesty at the audience on Friday last,
conferred on the Marquess of Salisbury the
Grand Cross of the Victorian Order, with Star
and in brillants.

The Rt. Hon. A. J. Balfour had an audience
with His Majesty in the afternoon of the same
day, and was then appointed Lord Privy Seal.
It is probable that Sir Michael Hicks-Beach
will remain in office as Chancellor of the
Exchequer until the Autumn session.

THE PHILIPPINES COMMAND.

General Chaffee will relinquish the command
of the American forces in the Philippines on
the 30th September, and will be succeeded by
General Davis.

LONDON, 15th July.

THE KING OF ITALY IN RUSSIA.

H.M. the Tsar, accompanied by the King
of Italy, inspected the great military camp at
Krasnoe. Their Majesties subsequently
witnessed a grand manoeuvre and military tactics.
FRICTION AMONG THE BOERS.
The surrendered Boers who joined the British
forces during the war in South Africa are
being subjected to the hatred and persecution
of the burghers who remained in the field until
the declaration of peace.

THE KING'S MOVEMENTS.

His Majesty the King, accompanied by
Queen Alexandra, has been conveyed to-day
from Victoria Station to Portsmouth, which
was reached at 1.47 p.m. From there, His
Majesty was carried on board the royal yacht,
which then proceeded to Cowes. His Majesty
bore the journey well, and was greatly pleased
with the change. He was not in the least
fatigued.

THE LORD MAYOR ELECT.

Sir Marcus Samuel has been nominated Lord
Mayor elect.

RAILWAYS IN INDIA.

Lord George Hamilton, Secretary of State,
Indian Department, replying to Mr. Schwann,
M.P. for North Manchester, said that it was
not yet possible to estimate the cost of the
Quetta-Mushki railway, and further that no
proposal for extending the line through
Sistan had been submitted to the Indian
Government.

THE VOLUNTEER CONTINGENT.

DEPARTURE DELAYED.

Major C. G. Pritchard, Commandant of
the Hongkong Volunteer Corps, courteously
informed us yesterday afternoon that the
following telegram had been received from the
Secretary of State for the Colonies:—
"Coronation Contingent. Volunteers' de-
parture postponed until further orders. Invite
employers to extend leave granted to members
of Contingent. Telegraph names of any who
must return at date originally arranged."

MAN-OVERBOARD.

As the *Hongkong* was steaming off Macao
on her last trip, a Chinese passenger either fell
or jumped overboard. The alarm was raised
and a boat lowered into the water with all
possible haste, but the man was never seen and
the search had to be abandoned.

TYPHOON WARNING.

We received at noon yesterday from Kowloon
Observatory the following:—
On the 17th at 10.45 a.m.—Red South cone
hoisted.

At 11 a.m.—The depression appears to be
situated to the East of the Paracels and to be
moving North-west.

The authorities at the Central Police Station
informed us by telephone yesterday afternoon
that the red cone was taken down and the black
cone hoisted, pointing downwards, at 4.45 p.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

THE WATER-METER QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 16th July.
SIR,—Because I do not understand I must
once more speak on behalf of the poor.

What is it that I do not understand? It is
that the Government, having collected the rates
from the people, and having prepared streets
and lighting, police protection, and water for
the benefit of the people, afterwards in the case
of the most important thing, water, seeks to
make the poor either buy it, or else go and
carry it, in order to get what they need. The
Government always collects the rates for these
various items and it is not right to say that
those who pay more as water-rates and use less
than they pay for are losing and use where
rates are less but who use more water are gain-
ing. Arguing in this way they compel the
poor to live in dear houses so as to get enough
water to use; if they live in cheap houses they
must either buy water or else go and carry
enough for their needs. If comparisons are
made on these lines then there are other things
to discuss besides water. Some men and women
and sick people cannot go out much, and they use
the roads less than the poor who carry burdens
and walk all day on the roads; according to the
above method of argument such people have a
great deal. It may be said that this is a far-
fetched argument because when large quantities
of water are consumed the supply will be
exhausted, but the roads although they
easily get out of order can be repaired and
used again and do not diminish nor give out.
But I speak thus because some people say that
persons who use but little water and pay high
water-rates are not treated fairly. I have there-
fore taken the question of water-rates and
compared it with all the rates and have used the
methods of comparison and equal division to
appeal to the wealthy that they may think over
the subject from this point of view. I trust they
will also remember where their money comes
from; they earn it from the poor and accumulate
it until they become wealthy. They should not
narrow their sympathies because they pay a
slightly excessive water-tax. The wealthy like
to live where land is cheap and in large houses,
and have gardens, and though they may pay a
little more water-tax than the poor who live
where land is dear, on a flat or in a small
room, yet they use many times more than
the poor. Reckoning on this basis they are
much better off than the poor.

We should not discuss the subject on the
basis of water and water-rates only, but should
consider the amount of land occupied. In fact
the subject should be considered from every
possible point of view and special consideration
should be given to the case of the poor because
they have no one to express their views. Where
land is cheap the price of water might be raised,
and where land is expensive the price of water
might be made cheaper; this would be a fair
method.

If the price and the allowance of water are to
be reckoned at one rate all over the Colony,
then in order to be just the price of land and
the land-tax should be reckoned at one rate
everywhere. If it were desired to make the price
of water allowed out of the rates cheaper where
land is dear than where it is cheap, so that the
inhabitants in such parts might have sufficient
water on account of the amount paid for rates,
then the water-meter would not be required and
this stumbling-block need not be put in the
way of the people. Because in case of excessive
use of water it would be very difficult to fix
the blame; all would strive to clear themselves
and much ill-feeling would be engendered. We
trust the Government will not attempt justice
only to temper their justice with mercy. After
collecting the water-rates to make the poor who
are weak pay again by having their water car-
ried or else to do without water would be to
cause this class of people who ought to have
most consideration to be subjected to the
greatest hardships. Having paid their water-
rates they should be given enough water for
their needs, just as I said before the passage-
boat people do: having received the money for
meals they must give the passengers rice and
they have had enough. If it be determined
that water-meters must be placed in houses or else
water must be carried from the street, the
benefits of the scheme would be:—(1) That
water would not be wasted. (2) It might be
expected that in dry seasons, there would be
enough water. (3) All people would have an
equal quantity. These are the only reasons.
Perhaps another reason might be that some re-
venue might be obtained from fines, but I know
the Government do not wish for this as they
consider the imposition of fines to be injurious.

On the subject of equal distribution I have
spoken above. On the subject of having suffi-
cient water in dry seasons we cannot afford to
doubt there will be enough, but if it is feared
there will not be enough the safest way is to
make more reservoirs. If more reservoirs cannot
be made in Hongkong could not water be
brought from the mainland and pumped into
the Pokfulam Reservoir. Surely this would
be better than instituting the system of meters
and street taps, and if the Government has not
sufficient money, why not increase the water-
rate rather than enforce the meter system and
the selling of water to the poor? As to not
wasting water I believe that under that system
no one can guarantee that there will not be
waste.

Let me again try to point out some of the
harm that will be done by the system. (1) There
will be great hindrance to personal and
household cleanliness. (2) People living on
the same flat will have disputes and
fights and perhaps even lawsuits. (3) When

the meter is examined at the end of the
month and the tenant has moved, who will
pay for the water used? (4) It will be hard to
guarantee that when people move they will not
destroy the meters. I believe that because land-
lords fear this they do not want to put meters
in their houses lest they should have trouble in
the matter. Again if people have to carry from
the streets, it would be difficult to enumerate
all the evils that will arise; as houses of three or
four stories may be supposed to have 40 or 50
people in each it must be necessary to have a
street tap for every three or four houses; as there
would be so many taps would not some people in-
tentionally destroy the taps and let the water
run to waste?

Every morning and evening how many people
would be carrying water? Would it not block
the streets? Would there not be disturbances
and even disputes and fights? Would not the
police be kept busy in making arrests? Would
there not be fines and punishments? Would
the streets not be always wet? How many
times a day must water be carried up to third or
fourth stories? Would there not be difficulties?
Is it not hard that the poor must carry water
in order to have it for use? How much wage-
earning time would be wasted? How much
hardship would be daily endured by the poor in
Hongkong, to get water? How many men
would be heard sighing and groaning? But
though their voices might not be heard by the
Government, would the Government not know
that they had these hardships? Now I have
finished. I trust that the members of the
Government will condescend to think on the
subject of these lines.—Yours, etc.

(Pastor) WONG.

POLICE COURT.

Thursday, 17th July.

BEFORE MR. F. A. HAZLEARD (POLICE
MAGISTRATE).

A PLUCKY CAPTAIN.

Constable Connell (No. 2), Water Police,
was complimented by His Worship for a plucky
arrest, which he made in the harbour yesterday
morning. He was on duty in Yau-tai-ty,
when he saw a slender boat laden with about
half a ton of coal and propelled by three Chi-
nese men being pulled rapidly away from him. P.C.
Connell put on a spur and rapidly overhauled
the scamping boat, the occupants of which
suddenly sprang to their feet, made an ineffec-
tual attempt to capsize their craft with its
tail-rod, and then jumped into the water. A number of junks and smaller
boats were lying in the vicinity, and amongst
them Constable Connell found it difficult
to navigate his rowing boat. Feeling that
his quarry were likely to escape, he unhesi-
tatingly dived in after them, not even stopping
to divest himself of any of his clothing. In
the street it might have been possible for
him to have accounted for all three of the men,
but in the water he had to be content with only
one, whom he resolved should be the nearest.
This man was striking off in the direction of
a junk and was close to his side when Connell,
a strong swimmer, overhauled him. The Chinaman
turned savagely on the constable, who used his
truncheon and held on gamely to his prisoner; in
the struggle he lost his forage cap and boots,
which were loosely fastened, but he gained his
point and landed the spluttering cooie on the
police boat, which took the slender boat in tow
and proceeded to Tsimshatsi Police Station.
The defendant was sentenced to two months'
hard labour, and the sampan and coal were
confiscated. Connell, who gave his evidence
in a quiet, matter-of-fact way, was com-
mended by His Worship, who described his
capture as a brilliant one and desired Inspector
Williamson to bring the conduct of the
constable to the notice of the Captain Super-
intendent of Police.

ANOTHER ARREST IN THE HARBOUR.

A Chinese detective who arrested a native
boatman in the harbour for the unlawful
possession of a large quantity of opium had not
the same difficulties to contend with his man
yielding quietly after an ineffectual attempt to
get away.

Sentence was passed of six weeks' hard labour
THURSDAY FROM AN EUROPEAN JURY.
Leung Lin, a servant boy at the Peak Hos-
pital, was fined \$25 for the unlawful possession of
some Borneo stamps and an account book belong-
ing to Mrs. Robinson, Mountain View, Peak.

THE VICEROY OF THE TWO
KWANG.

In its "Notes on Native Affairs," the *N.C.
Daily News* of the 11th inst. says:—
As may be remembered by readers of these
columns, the resignation of H.E. Tiao Mu,
the illustrious Viceroy of the Two Kwang
provinces, lately caused several changes to be
made amongst certain Governors of provinces,
in connection with which it will be recalled that
H.E. Tiao Mu, the able and strong
Governor of Shensi, was ordered to be trans-
ferred from Taiyuan to Canton to succeed Governor
Ts'ien, who had been promoted Acting Viceroy
of the Two Kwang, vice Tiao Mu. It is now

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER. Advertisements and subscriptions which are not ordered for a fixed period will be continued until discontinued. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Cable: A.B.C., 5th St. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

AGENT, Energetic, is desirous of representing First-class Firm. Correspondence invited. Address:—ISNARD HENRY, 10, rue Haze, Marseille (France). [1902]

FOR SALE

AN ENGLISH BILLIARD TABLE, Full Size. Apply to—**SLATE**, Care of Daily Press Office. Hongkong, 18th July, 1902. [1904]

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 19th July, 1902, at 2.30 p.m., at his Sales-Room, 20, Des Vieux Road, A QUANTITY OF STUNDEY HOUSE-HOLD FURNITURE, CUTLERY, GLASSWARE, &c., &c. Also 100 Pairs ENGLISH and AMERICAN BOOTS and SHOES, 15 CANVAS HANDKERCHIEFS, 1000 ABERNETHY WATER BOTTLES, and a Few Pieces of SERGES, WOOLSED and TWEEDS. Terms—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 18th July, 1902. [1905]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "CLAVEBERG" FROM TALOMA, VICTORIA, VLADIVOSTOK, PORT ARTHUR & MOJI. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents. Hongkong, 17th July, 1902. [7]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer "BALLAARAT" FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. Australia. From Australia, ex s.s. Arcadia. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. TO-DAY, the 17th inst.

Goods not cleared by the 24th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendant. Hongkong, 17th July, 1902. [1]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain:—

Leading Articles:—Concessions in China. His Majesty's Opposition. Russian Arms in Corea. Water Mains from Kowloon. Health of Hongkong. Labour Troubles in Manila. The Corcoran Revolt. New type of Cargo-Box in Hongkong. Chefoo Poisoning Catastrophe. Canton. Swatow. Saichuen. Newchwang. Northern Notes. Correspondence. Victoria Recreation Club. United Asbestos Oriental Agency, Ltd. Barb Australian Gold Mining Co. Supreme Court. Royal Hongkong Golf Club. In the China Seas. Revenue of the Federated Malay States. France and Siam. Murder by a Frenchman at Singapore. Railways in Siam. The Indo-Chinese Governor-General's visit. Shanghai Newspaper split. Oriente Hotel Litigation. Hongkong and Port News. Subscription, \$12 per Annum, payable in advance, postage, 32. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash. Hongkong, 18th July, 1902.

WE SHIP ON APPROVAL and guarantee safe delivery. Bicycles, Tricycles, Fully Warranted. Latest Models. **\$22.10 to \$24.10**. **TYRES, ACCESSORIES**, Sporting Goods and Sewing Machines half usual prices. Lowest cost of repairs. Write for catalogue using postage (free) to Mead Cycle Co., U.S.A. Chicago. [1901]

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINE

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin, CHINKIANG and HANKOW.)

THE Steamship

"LOONGMOON."

Captain Schulz, will be despatched for the above port TO-DAY, the 18th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to **SIEMSEN & CO.**, Agents.

Hongkong, 17th July, 1902. [1903]

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-MORROW, the 19th inst., at 4 p.m.

For Freight or Passage, apply to **DOUGLAS LA PRAD & CO.**, General Managers.

Hongkong, 18th July, 1902. [1903]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"TIROL."

Captain von Broffeld, will be despatched as above on THURSDAY, the 18th inst., p.m.

For information as to Passage and Freight, apply to **SANDER, WIELER & CO.**, Agents.

Hongkong, 18th July, 1902. [3]

WANTED

LARGE SECONDHAND SAFE in Good Condition.

Apply to—**C. B.**, Care of Daily Press Office. Hongkong, 12th July, 1902. [1914]

BRITISH NORTH BORNEO

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery.

Forward copies of recent testimonials and state salary required to **DIRECTOR OF PUBLIC WORKS**, Sandakan.

Hongkong, 4th February, 1902. [446]

WANTED

A COMPETENT PERSON to take Charge of Two Little Girls on voyage to England in return for passage, &c. Must be good sailor.

Apply—**A.**, Care of Daily Press Office. Hongkong, 7th July, 1902. [1889]

SITUATION WANTED

A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.

Apply to—"CLERK," Care of Daily Press Office. Hongkong, 11th July, 1902. [1906]

WANTED IMMEDIATELY

AN EXPERIENCED PORTUGUESE CLERK for Canton.

ARNHOLD, KARBURG & CO., Hongkong, 30th June, 1902. [1780]

WANTED

AN ASSISTANT ELECTRICAL ENGINEER.

Apply by letter only, giving Copies of References, to—**MANAGER**, Hongkong Electric Co., Ltd. Hongkong, 11th July, 1902. [1905]

THE HONGKONG STUDIO

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PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORES, 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 22nd April, 1902. [1191]

DAVID CORSAIR & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO., Sole Agents.

TSANG FOO & CO.

SAM WING HING

COAL MERCHANTS

No. 48, DES VIEUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [241]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in **MARBLE AND GRANITE MONUMENTS.**

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1901. [1955]

司公濟鴻角旺

HUNG CHAI & CO., WONGKOK, YAU MATI.

MANUFACTURERS OF MOSAIC

BRICKS of all Colours and Designs.

YEE SHUN & CO., Agents.

No. 61 Bonham Strand, Hongkong, 8th March, 1902. [71]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (FRIDAY), the 18th July, 1902, at 3 p.m., (ON BOARD)

THE BRITISH IRON BARQUE "GROSVENOR"

(Registered 516 Tons)

as she now lies in Hongkong Harbour, with all her MASTS, SAILS, RIGGING, CABLES, GEAR, APPURTENANCES, STORES, &c., &c.

IN ONE LOT.

Length 165 feet; beam 28 feet; depth of hold 17 feet 3 inches. Carrying Capacity 700 Tons deadweight.

The Vessel has been recently fitted with NEW SET OF SAILS, NEW TOP GALLANT MASTS, NEW JIBBOOM, &c.

The Vessel to be at Purchaser's Risk on fall of Hammer, when one-third of purchase money is to be paid.

A Launch will convey intending purchasers leaving Blake Pier at 2.30 p.m., on date of Sale.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 14th July, 1902. [1905]

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (SATURDAY), the 19th July, 1902, at 2.30 p.m., at their residence, No. 3, CANTON VILLAS, Kowloon.

THE WHOLE OF THE HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, ONE ELECTRIC FAN and BATTERY, COOKING RANGE, PLANTS in POTS, &c., &c.

Catalogues will be issued, and the whole to be on view from Friday, the 18th inst.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 15th July, 1902. [1895]

PUBLIC AUCTION

M. R. GEO. P. LAMBERT has received instructions to sell by Public Auction, on MONDAY, the 21st day of JULY, 1902, at 3 o'clock p.m., at his Offices, DUNDALL STREET, Two Lots of

VALUABLE LEASEHOLD PROPERTY, HOLLYWOOD ROAD, UPPER LASCAR ROW and WELLINGTON STREET.

The Property consists of:—

Lot 1, INLAND LOT No. 204, held for the residue of a term of 999 years from the 2nd March, 1846, at the annual Crown Rent of \$41.00.

The following houses until recently stood upon the Lot Nos. 139, 141, and 143, Hollywood Road and Nos. 2, 4 and 6, Upper Lascar Row. Nos. 2, 4 and 6 Upper Lascar Row were recently destroyed by fire and have not yet been rebuilt. The monthly rental received before the fire was \$170.

Lot 2, INLAND LOT No. 1309, held for the residue of a term of 999 years from the 22nd January, 1844, at the annual Crown Rent of \$12.00. No. 26, Wellington Street is situated on these premises. Monthly Rental \$80.

For Particulars and Conditions of Sale apply to—**Messrs. DEACON & HASTINGS**, 1, Queen's Road Central, or to the AUCTIONEER.

Hongkong, 1st June, 1902. [1897]

PUBLIC AUCTION

THE Undersigned have received instructions from A. C. S. MANNERS, Esq., to sell by Public Auction, on WEDNESDAY, the 23rd July, 1902, at 11 a.m., within his Residence, "DEBRIINGTON," Peak Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:—

SILK and SILK TAPESTRY DRAWING ROOM FURNITURE, MOROCCO COVERED SOFA and CHAIRS, One Set of AMERICAN BEDROOM FURNITURE, MAHOGANY EXTENSION DINING TABLE, DOUBLE and SINGLE BRASS BEDSTEPS with WIRE and HAIR MATTRESSES, SILK GOODS, HAND-PAINTED DRESSING SET, OLD GREENGLASS (Hand Painted), BRASS and BRONZE VASES and ORNAMENTS, BLACKWOOD WARE, TIENTSIN CARPETS and RUGS, PAINTINGS and ENGRAVINGS, AMERICAN SIDEBOARD and TABLES, TEAKWOOD OVENMANTEL and WARDROBES with DEVELLED GLASS, BOOK-SHELF, NAPPERY, CUTLERY and CROCKERY, WARE, PANTRY and KITCHEN REQUISITES as usual.

Also A Large Number of Classical and other Works in English and French, a Quantity of PALMS and other PLANTS with POTS and STANDS, One LADY'S BICYCLE, One COTTAGE PIANO by Newby and Evans, New York.

And A Large Assortment of MASSIVE SILVER TRAYS, BOWLS, CUPS, FRUIT DISHES, CRUETS, VASES, &c., &c. Catalogues can be had on application to the undersigned on and after the 17th inst.

On View from Saturday, the 19th inst.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th July, 1902. [1936]

GRACA & CO., Importers and Exporters

of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards—Panoramas of Hongkong, Macao, Canton, Chinese Customs, Views, &c., &c., in Pictorial and Coloured Colours. A assortment of Postage Stamp Albums, Lenses, Hinges, Treasures and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.

Hongkong, 3rd January, 1902. [1897]

TO LET

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—**G. GIRAULT**, Hongkong, 3rd January, 1902.

TO LET

TO BE LET

"BISNEE VILLA," POKEFULUM, Immediate Possession.

Apply to—**LYNSTEAD & DAVIS**, Hongkong, 24th March, 1902. [89]

TO LET

No. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—**SPANISH PROCURATION**, Hongkong, 1st April, 1902. [977]

TO LET

OFFICES in GROUND FLOOR of DES VIEUX ROAD and ICE HOUSE STREET.

For Particulars, apply to **THE MEDICAL HALL**, Hongkong, 10th March, 1902. [755]

TO LET

No. 3, QUEEN'S GARDENS.

Apply to—**G. G. ANDERSON**, 4, Polder Street (Ground Floor), Hongkong, 13th March, 1902. [890]

TO LET

A LARGE GODOWN, No. 102A, PRATA EAST.

Apply to—**I. P. MADAR**, New Victoria Hotel, Hongkong, 9th July, 1902. [1891]

TO LET

No. 17, BELILIOS TERRACE at a very moderate rate. Immediate Possession.

Apply to—**W. OTTO**, Care of Messrs. Kraus & Co., Consignee House, Hongkong, 12th July, 1902. [1913]

TO BE LET

NOS. 5, 18, 19 and 20, BELILIOS TERRACE.

Also, FURNISHED BUNGALOW at Peak, "THE EYRIS." Possession from 1st August.

For Particulars, apply to **TURNER & CO.**, Hongkong, 10th July, 1902. [1898]

TO LET

No. 11, MACDONNELL ROAD.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RYTON TERRACE, GODOWNS at BLUES BUILDINGS.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**, Hongkong, 13th June, 1902. [71]

TO LET

GODOWNS at BOWRINGTON. Cheap Rental.

Apply to—**AHMED RUMJAHN**, Hongkong, 11th January, 1902. [215]

TO LET

13 EUROPEAN HOUSES: Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50, and 52, LIGHTN HILL ROAD.

Apply to—**THE HONGKONG & KOWLOON LAND AND LOAN COMPANY, LTD.**, No. 8, Queen's Road West, Hongkong, 30th April, 1902. [1259]

TO LET

TOP FLOOR of No. 35, QUEEN'S ROAD CENTRAL. Suitable for Office.

For further Particulars, apply to **WING CHEONG**, 35, Queen's Road Central, Hongkong, 8th July, 1902. [1879]

TO LET

A NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon.

For Particulars apply to **W. LYLAUGHT**, 151, Wanchai Road, Hongkong, 2nd June, 1902. [1555]

TO LET

A SIX-ROOMED BUNGALOW on Mount Gough, having a view of the Harbour.

For Particulars, apply to **DENNY & BOWLEY**, Supreme Court House, Hongkong, 1st July, 1902. [1813]

TO LET

HOUSE No. 13, GAGE STREET. Six Rooms.

Apply to—**E. A. DE CARVALHO**, C. E. DE CARVALHO, Hongkong, 2nd May, 1902. [1277]

TO LET

"OAKLANDS," No. 1, LOWER RICHMOND ROAD.

Apply to—**LAU CHU PAK**, Care of A. S. Watson & Co., Hongkong, 14th July, 1902. [1921]

"TANG YUEN,"

MACDONNELL ROAD, BOARD AND RESIDENCE.

Apply to the House or at FAIRALL & CO., Queen's Road. [1859]

BOARD AND RESIDENCE

M. S. GILLANDERS, "GLENWOOD," 21, CAINE ROAD, Hongkong, 4th April, 1902. [1025]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to **Mrs. MATHEW**, 2, Polder's Hill, Hongkong, 1st January, 1902.

BANKS

THE YOKOH

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1853.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
Tin, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 49
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hong
Kong.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Portrait and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission (Group)
housed "Brand" and Blundell's
Spence & Co.'s Commission.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOTICES OF FIRMS.

NOTICE.

NOTICE IS HEREBY GIVEN that
MR. CHENG YUET PO is authorised
to SIGN our Firm PROXY for the Colony.
C. W. BISMARCK,
Manager.
Hongkong, 14th July, 1932. [1835]

NOTICE.

MR. MOLADENA HAJEE PEER-
MAHOMED being about to leave for
Bombay, MR. HAJEE JOOSUB ABHA
assumes Charge of our Business from this date,
and is authorised to SIGN our Firm
HAJEE ADUM ESMAIL & CO.,
Hongkong, Canton,
14th July, 1932. [1924]

NOTICE.

FROM this date MR. JOSEPH HAJEE
NOORDIN alias LAU LAI-POO,
CREATED to be the Proprietor to my Firm.
Mr. LO CHUP LUK has from this date
been appointed COMPRODORE to my Firm
and is responsible for all future dealings.
MAHOMED HAJEE ESMAIL ELLIAS,
Hongkong, 15th July, 1932. [1947]

NOTICE.

THE PARTNERSHIP between the under-
signed was Dissolved by Mutual Consent
on the 12th July, 1932.
W. LYSAGHT & SON.
Hongkong, 16th July, 1932. [1943]

NOTICE OF REMOVAL.

WE have this Day Removed our Office
to Nos. 18 and 19, CONNAUGHT
ROAD CENTRAL, near New Blake Pier.
BISMARCK & CO.
Hongkong, 11th July, 1932. [1916]

THE AMERICAN SYSTEM

DENTISTRY
DR. M. H. CHAUN,
33, DES VAUX ROAD, CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 5th March, 1932. [1638]

MR. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 18th March, 1932. [1658]

SIEN TANG.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [889]

SUN SOY LUNG & CO.
PRESERVERS OF GINGER AND all
kinds of FRUITS. Export orders
promptly attended to.
No. 12, DES VAUX ROAD WEST.
Hongkong, 26th June, 1932. [1765]

PURE FRESH WATER
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Bollers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 13th June, 1932. [165]

PUBLIC COMPANIES

THE PUNJON MINING COMPANY,
LIMITED.

IN accordance with Articles Nos. 28 and 27
of the Articles of Association of the
Company, NOTICE IS HEREBY GIVEN
that the following Shares will be liable to be
FORFEITED unless the Call due on the
15th day of November, 1931, be paid, together
with INTEREST at 10 per cent. per Annum,
at the Office of the Company, No. 13, Bencos-
field Arcade, on or before the 25th day of July,
1932.

The following are the distinguishing Num-
bers of the Ordinary Shares—

711/765	1271/1370	2859/2883
3134/3183	4233/4244	3381/3490
6352/6351	874/8843	3639/3638
6149/61518	5019/5018	11704/11703
12273/12297	12444/12493	12687/12693
12697/12706	14003/14012	15463/15282
13676/15700	15805/15854	17391/17415
19084/19133	19134/19183	19184/19233
19234/19283	21406/21415	21416/21410
21433/21447	21076/21099	22100/22121
22322/22421	22807/22846	22947/22971
23072/23201	23252/23010	23030/23009
23097/23406	24067/24130	24067/24130
24137/24206	24707/24800	24807/24859
25114/25143	25444/25491	25519/25543
25544/25568	25619/25643	25649/25688
25890/25923	25924/25948	26271/26320
27058/27082	28178/28253	28454/28463
29815/29914	31015/31114	31861/31963
32676/32693	33115/33164	34038/34077
34692/34741	35062/35141	35362/35401
35692/35691	35642/35681	35682/35694
35694/35691	35642/35691	35692/35691
36149/36183	36071/36120	36831/36833
36854/36878	36879/36893	37144/37193
37334/37383	37384/37433	37434/37508
37679/37703	38124/38153	38154/38163
38469/38472	40534/40603	40704/40753
40754/40803	41320/41378	41379/41424
41704/41728	41729/41740	44300/44309
44870/44874	44875/44876	45167/45216
45443/45447	45518/45527	46129/46124
46129/46174	46029/46069	46730/46923
46980/46989	46990/46992	47067/47130
47180/47239	47236/47250	47400/47439
47540/47564	47565/47589	47840/47884
47865/47880	47890/47914	48020/48114
48115/48130	48140/48189	48206/48218
48231/48242	49352/49367	49368/49392
49443/49492	49930/50029	50030/50079
50080/50120	50230/50279	50280/50329
50330/50429	50630/50729	50830/50929
51690/51929	54947/54971	55219/55245
55250/55280	55281/55340	55341/55380
55391/55490	55501/55593	55594/55693
55699/55910	57102/57201	57202/57263
57267/57286	57287/57356	57717/57816
58582/58631	59541/59550	

W. KERFOOT HUGHES,
Acting Secretary.
Hongkong, 8th July, 1932. [1880]

THE HONGKONG ICE COMPANY,
LIMITED.

NOTICE.

IN accordance with the provisions of No. 104
of the Articles of Association, the General
Manager has this day declared an INTERIM
DIVIDEND for the Half-year ended 30th
June, 1932, of Four Dollars per Share.
DIVIDEND WARRANTS may be obtained
on application at the Office of the Company
on and after MONDAY, 28th July.
The TRANSFER BOOKS of the Company
will be CLOSED from the 25th to the 28th
inst., both days inclusive.

J. KIDNEY, MATHEWSON & CO.,
General Managers.
Hongkong, 15th July, 1932. [1941]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six
Dollars per Share for six months ending
30th June, 1932, will be payable on the 29th
inst., on which date Dividend Warrants may
be obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 21st to the 29th
inst., both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 14th July, 1932. [1931]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One
Dollar and a Half per Share for Six
months ending 30th June, 1932, will be payable
on the 29th inst., on which date DIVIDEND
WARRANTS may be obtained on application
at the Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 29th
inst. (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Limited.
General Agents: The West Point Building
Co., Limited.
Hongkong, 15th July, 1932. [1948]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 5th AUGUST, at 12 o'clock
Noon, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 23rd July to the 5th
August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 15th July, 1932. [1930]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only, and 1 oz. of Shot.
Primers Cases ... 38.25 78 (0)
Pegmould Cases ... 6.85 8.60
Ejector Brass Cases 7.50 9.25
5 per cent. discount on orders of 1,000 and over.

Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1932. [1839]

SCIENTIFIC MISCELLANY.

INSANITARY CARS—THE UPPER AIR—HERE-
DITARY HAIR-FARTING—POISON OF REP-
TILES—QUARTZ FUSED BY ELECTRIC SUR-
FACE—WEIGHT OF MOTORS—VANISHING
SOUNDS—NATURE'S SOAP—ELECTRICALLY-
MADE FUEL—VEHLS OF NICA—NOVEL
TREATMENT OF INSOMNIA—A STARTLING
DEATH TEST.

Fresh air contains about 3 parts of carbonic
acid in 10,000, respired air about 441 parts, and
about 5 parts will cause the air of a room to
become "close." Considering the ventilation
of street-cars, Dr. G. A. Soper calculates that

50 cubic feet of fresh air per minute should be
admitted for each passenger. But the supply
in cities and underground is much less than
this, and the carbonic acid in Mont Cenis tunnel
rises to 107 volumes in 10,000, Morsey tunnel,
7.4 to 26.4; Severn tunnel, 4.2 to 11.4; Liver-
pool Overhead Electric Railway tunnel, 12.9;
South London Electric Railway tunnel, 8.4 to
10.8; Metropolitan Railway tunnel, a maximum
of 89.4; Boston Subway, 6.53 to 9.45; an electric
car in Boston Subway, 34.97; steam car on New
York Elevated Railway, 5.8 to 31.2; a New
York electric surface car, 6.1 to 26.2. In addi-
tion to the headaches and other direct effects of
this bad air is the lessened resistance to disease.

The constituents of the air up to nine miles
above sea-level are practically the same as at
sea-level. But theory tells us that the carbonic
acid should disappear at 18 miles, the oxygen
at 37, and the nitrogen at 62, and Prof.
Dewar predicts that we shall soon test this view
by bringing down by balloon samples of air
from heights of 20 miles. Where the atmos-
phere stops, or whether there is an interplan-
etary atmosphere, is still a disputed point.

Curious proof of the inheritance of acquired
characters has been given by Dr. Kidd. Invest-
igation into the arrangement of the hair on the
human forehead has shown certain lines of divi-
sion that seem to have been derived from pecu-
liarities of parting the hair adopted by the
parents.

Certain medicines—including cinchona salts,
salicylic acid, mercury, tobacco, alcohol, barbituric
acid, 1 ad, chloroform and ether—have been
reported specially dangerous to hearing and
liable to cause deafness.

Snake venom, from which 22,000 people die
annually in India, is poisonous, when injected
into the veins, to all animals except the snakes
themselves. The bite of the cobra kills most
animals within two hours, but of 100 persons
bitten only 22 succumbed in less than two hours,
while 21 survived more than 24 hours. The
poison is chemical and physiological, states M.
Antoine Furter, microbes having no part in
the process. The blood globules are deformed,
and coagulation stops circulation, so that partial
paralysis may result when the venom has not
been sufficient to cause death. Injections of
chloride of lime tend to counteract the effect.
But the one successful remedy seems to be Dr.
Carmichael's serum, prepared in graduated
strengths by inoculating rabbits with the venom
of the cobra or other reptiles, and this is not
only a cure but fortifies against subsequent bites.

Although silica has been reduced to silicon in
the electric furnace, Mr. R. S. Hutton has
succeeded in fusing the material without any
partial reduction, by admitting a current of air.
The quartz is coarsely powdered and held on a
carbon support, and tubes are formed by mould-
ing the powder on a carbon core and moving the
support along so as to expose successive portions
to the electric arc. Quartz tubes a foot long
are now made in this way.

The explosion motor holds the palm for light-
ness. The best electric motor, with its storage
battery is stated to weigh nearly 100 pounds to
the horse-power; and the Serpollet steam engine,
flashing water into steam from a coil boiler,
about 14 pounds. But the Bourdier-gasoline
engine gives a horse-power with a weight of
only 8 pounds.

Stellate designs on curious pebble discs of the
Algerian Sahara are supposed by Dr. O. Abel
to have been etched by natural sand-blast while
the stones were rolled by storms.

The mysteries of acoustics still offer a little
explored field for the investigator. Rev. J. M.
Bacon cites a recent experience of a half-dozen
life-savers, one of whom—left on a high cliff to
watch—could hear distinctly the cries of drown-
ing men, while his fellows—rowing about this
spot of the supposed disaster—could neither see
nor hear anything. Who shall say whether the
sounds were phantom voices, whether they
reached the higher and more distant observer
by some easy route, or whether the open doors of
the boat-house behind the watcher acted as a
shelter and sound receiver to aid his ears? The
sounds of sirens, as is well known, are often
lost at nearby points, to be recovered farther
away. Heavy gun-salutes last year were
inadmissible at places within twenty miles although
easily distinguished far beyond, and sound
signals between distant stations have been in-
terrupted by a calm, slightly hazy atmosphere
but easily passed across a strong wind. Late
balloon experiments have shown the marked
effect of turmoil in the air in making certain
classes of sounds, and how constantly the play
of upper currents must influence local
phenomena. The feebleness of the earth echoes
from the explosions of powerful aerial bombs
was puzzling at first. But it was soon found
that the thick stratum of moist air carrying the
balloon at forty miles up was penetrated by
streamlets of opposed cold wind, the cloud
masses formed proving an opaque sound-barrier,
while the casual but powerful up-draughts
served to account for any folkiness in sounds
coming far by sky.

The natural soap mined near Ashcroft, B.C.,
is a washing compound containing borax and
soda. The exact composition seems to be
unknown, as different analyses of the same
sample have reported 16 and 26 per cent. of
borax, but it is claimed to give results equal to
those of the common washing powders. The
mixture limes the bottoms and sides of several
soda lakes, one of which contains 21,000 tons.

In the experiments of Anderson and Nichol-
son, filings of brass, 1 ad, tin, iron and copper
have been in turn welded into strong cylindrical
bars of metal by a pressure of 78,000 pounds
per square inch for ten minutes.

Turf fuel is made by T. J. Jenson by drying the
turf, pressing into blocks, and heating in retorts
by means of internally-placed electric resistance
coils. The charcoal left in the retorts is a
useful substitute for either wood charcoal or
gas-coke. A gas is produced that is adapted
for lighting or heating purposes, and a tarry
liquid that distills over can be worked up for
paraffine, ammonium sulphate, and methyl
alcohol. A factory at Stangford, Norway,
now has twelve retorts, intended to deal with
50 tons of air-dried turf per day. The retorts
are heated by five dynamos, direct-coupled to
five 128 horse-power turbines, and a separate
turbine supplies the needed mechanical power.

The use of automobile goggles is especially
objectionable to women. Substitutes have been
sought in paper fans, artistically painted masks,
and even masks of beaten silver, but all these
have proven ineffective as a guard for the eyes
or otherwise unsatisfactory. The mica veil is
the happy thought of a man milliner. It is
transparent, very light, and both dust and air-
proof, and it can be tied over the hat like any
veil.

An effective remedy for sleeplessness is re-
ported by Dr. von Gollhorn to be a band of wet
muslin, about eighteen inches wide, wound
under the lower part of the leg. The bandage is
covered by gutta percha tissue and the stocking,
and in some cases is replaced every three or four
hours. The effect is to dilate the vessels of the
leg, thus diminishing the blood in the head
and producing sleep. The temperature of the ear
passage has been reduced 2 deg. F. in 15 minutes,
returning normal only after 1 1/2 to 2 hours.

An injection of fluorocin in the nasal test of
Dr. Icard, of Marseilles, for detecting life in a
supposed corpse. A gramme of this coloring
matter in solution will colour 45,000 quarts of
water, and a little of it will make the body
grass green in two minutes if there is any
circulation, the colour harmlessly disappearing
in a couple of hours.

AS OLD AS QUEEN VICTORIA.
There is not a great number of people living
in this country who were born in the same year
as Queen Victoria. Those who entered the
world so long ago as 1819 and are still with us
have had nearly as undoubtedly in the running
to become centenarians. A notable example of
this may be found in Mrs. Elizabeth Fuller,
of No. 4, Tigris Street, Surry Hills, Sydney.
This venerable old lady was born in England
and came to Australia with her husband before
she had attained her eighteenth year, long
previous to the great gold rush. She has
therefore, already reached the full age attained
by Wellington, Goethe, Victor Hugo, Bismarck,
and Tennyson, men who found time to accom-
plish a vast amount of enduring work, which
embodies the fact that it is not among the
most uneventful or least suffering lives we must
look for examples of longevity. If that were
not so, we should not now be writing of Mrs.
Fuller's career. To work strenuously for many
years building up a competency, to succeed in
that effort, and then to have the proceeds of
your industry swept away by the miserable
process of litigation in disheartening to the last
degree. That is what happened to Mrs. Fuller.
A weaker mind than hers would have become
unbalanced by such a disaster. But that is not
all. It is proverbial that trouble comes not all
at once, but in little battalions, and so it was
in this case. Enjoying excellent health,
accident knowing what serious illness was during
the first 71 years of her life, Mrs. Fuller now
met with an accident. Losing her footing
while ascending the stairs, she sustained a
fractured arm and collar-bone—a serious
calamity to befall anybody, but specially a
woman 71 years of age.

Mrs. Fuller then writes of her experience
consequent upon her accident: "I became an
inmate of the Sydney Hospital, and after being
in some degree patched up there was discharged
within two months as cured. My worst
troubles, however, were only just beginning.
The fall must have wrenched my back and
injured my kidneys, for a dull continuous pain
set in in that region which allowed me no rest
by day or night, producing urinary difficulties
of a most distressing nature, and an obstinate
constipation. I visited the leading hospitals
and clinics, but was at one time under
treatment at my own home by a lady
doctor. None of the plasters, liniments, lotions,
or other medicines they gave me proved of any
service. As time passed the pain in my back
increased so much that the agony I endured
was intolerable, and I felt as if I could have
welcomed death to end my sufferings. In this
wretched condition, I remained two years.
My daughter, Mrs. W. Johnson, of Arden
Street, Watford, brought me three of Mother
Seigel's Soothing Plasters, a box of Mother
Seigel's Operating Pills, and a bottle of Mother
Seigel's Curative Syrup. She did this on the
advice of a friend who said he was sure they
would relieve my sufferings if given a fair trial.
Happily for me the accuracy of his belief was
soon established, for the plasters, used in
conjunction with the Syrup and Pills, at once
reduced the backache to a tolerable degree, and
in two months had quite mastered it. I was
once more able to eat, sleep, and get about in
comfort. After so long an illness, and at my
advanced age, a quick restoration to perfect
health and strength was not to be expected, but
I persevered with the three regal remedies for
six months, and was rewarded by a daily
improvement in my condition. At the end of
that time I felt as well as a person of my years
could hope to be, and I have remained well
from that day to this."

The loss of Mrs. Fuller's well-earned savings
has been in some degree repaired by the grant
of an Old Age Pension by the beneficent State
of New South Wales—a boon extended only to
those who have resided in the State continuously
for at least 25 years, and in itself a sure warrant
of the respectability and honour of the recipient.
A good thing, and one to be devoutly thanked
for, without doubt, but less wonderful than
that other relief which Mrs. Fuller has so well
described and acknowledged.

FRUIT-DRIED.
WE receive from the Orchards the choicest parcels of Dried Fruit in exchange for
Groceries, and by selecting the best varieties for our export trade, we are able to command the
situation in such a way as to guarantee our customers not only the best produced, but the
cleanest, best flavored, best packed, and at a considerably lower price than our competitors can
possibly offer.
Our experience of twenty years in shipping to individual consumers is at your service.

SMITHS' CASH STORE.

Nos. 25-27, MARKET STREET, SAN FRANCISCO, CALIFORNIA, U.S.A.

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Otsuji, Sasahara, Teikoku, Yoshitani, Yoshio, Yunkohara, and other Coal
N. INUZUKA, Manager, Hongkong.

INSURANCES

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf, 4, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Point.
3. From Blake Point to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	SARFEDON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON VIA SUEZ CANAL	BENLAWERS	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON VIA SUEZ CANAL	GLINTURRY	Brit. str.	—	R. Webster	McGREGOR BROS. & GOW	On 31st August.
LONDON	UNIVERSITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st August.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 18th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th September.
MASSILLLES, LONDON, & ANTWERP V. STONE & CO.	ANNAM	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 28th inst., at 1 p.m.
MASSILLLES, &c., via Ports of Call.	SACHSEN	Ger. str.	—	W. Franke	MELCHERS & CO.	On 23rd inst., at Noon.
BREMEN, via Ports of Call.	SILESIA	Ger. str.	—	Bahls	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	AMBERIA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAYRE & HAMBURG	C. FRED LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 24th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohna	HAMBURG-AMERIKA LINIE	On 24th September.
HAYRE & HAMBURG	PRIBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	—	DODWELL & CO., LIMITED	On 20th inst.
NEW YORK VIA SUEZ CANAL	RADNORSHIRE	Brit. str.	—	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 15th August.
NEW YORK VIA SUEZ CANAL	PENGLUCH	Brit. str.	—	Thompson	SHAW, TOMES & CO.	On 20th inst.
NEW YORK VIA SUEZ CANAL	COMET	Brit. str.	—	Davis	GIBB, LIVINGSTON & CO.	On 31st inst.
NEW YORK	VERONA	Ger. str.	—	—	REUTE, BROCKELMANN & CO.	Quick despatch.
NEW YORK	ASAMA	Brit. str.	—	F. E. Bennett	CARLOWITZ & CO.	On 23rd inst.
VANCOUVER, via SHANGHAI &c.	ATHENIAN	Brit. str.	—	H. Mowatt	SHAW, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	2 m.	K. Archibald, R.M.R.	CANADIAN PACIFIC R.R. CO.	On 23rd inst.
VICTORIA, B.C., & TACOMA via JAPAN	CLAREMONT	Brit. str.	4 m.	D. Barton	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI &c.	TOKA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via MOJI &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August, at 4 p.m.
VICTORIA, OREGON	INDRAVATI	Brit. str.	—	Craven	PORTLAND & ASTORIA S.S. CO.	On 28th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	A. E. Mosse	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
TRIESTE &c., via SINGAPORE &c.	TIROL	Aus. str.	2 m.	von Bretfeld	CARLOWITZ & CO.	On 31st inst., at Noon.
Kobe & YOKOHAMA	CHINA	Aus. str.	2 m.	Mosca	SANDER, WIELER & CO.	To-day, at Noon.
Kobe & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
Kobe & YOKOHAMA	IZUMI MARU	Jap. str.	—	C. H. Butler	BUTTERFIELD & SWIRE	On 2nd inst.
Kobe & YOKOHAMA	THINAN	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
Kobe & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NAGASAKI, Kobe & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
TIENTSIN	LOONGMOON	Brit. str.	2 m.	Schule	SIEMSEN & CO.	To-day, at 4 p.m.
SHANGHAI	BALLARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	CANTON	Brit. str.	—	C. F. Lockstone, R.M.R.	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
TAMSAU, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 20th inst.
TAMSAU, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	G. Sakano	MITSUI BUSSAN KAISHA	On 23rd inst.
AMOY & SHANGHAI	KIKUANG	Brit. str.	1 m.	T. Gaito	MITSUI BUSSAN KAISHA	On 23rd inst.
ANPING, via SWATOW & AMOY	MAIDUZHU MARU	Brit. str.	2 m.	Hodgins	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
SWATOW	HAICHING	Ger. str.	2 m.	P. Michelson	MEYER & CO.	To-day, at 2 p.m.
SWATOW	THALES	Brit. str.	2 m.	R. Robson	DOUGLAS LAFRAIK & CO.	To-morrow, at 4 p.m.
SWATOW	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SWATOW, AMOY & SHANGHAI	KAIFONG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 24th inst.
CEBU & LOILO	YUENSANG	Brit. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On 24th inst., at Noon.
MANILA	ROBERTA MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	To-day, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.	J. G. Spence	DAVID SASSON & CO., LD.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	2 m.	—	—	—

SHIPPING.

ARRIVALS.

July 17, BALDARAT, British str., 2,980, R. A. Peters, Bombay 2nd July and Singapore 12th, Mails and General.—P. & O. S. N. Co.

July 17, BENLAWERS, British str., 1,431, D. Clark, Amoy 16th July, General.—GIBB, LIVINGSTON & CO.

July 17, CHANGKONG, British str., 1,213, H. C. D. Frampton, Singapore 10th July, General.—DODWELL & CO., LIMITED.

July 17, CLAREMONT, British str., 3,323, D. Barton, Tacoma via Port Arthur and Moji 12th July, General.—DODWELL & CO., LIMITED.

July 17, CLIVE, British transport, 1,701, A. J. G. Piffard, Calcutta 3rd July.

July 17, HAILAN, French str., 377, An derzen, Pakhoi and Kowloon 16th July, General.—A. R. MANTY.

July 17, HANGSANG, British str., 1,356, S. Wilde, Shanghai 14th July, General.—JARDINE, MATHESON & CO.

July 17, KIKUANG, British str., 1,228, W. Miller, Chetoo 11th July, General.—BUTTERFIELD & SWIRE.

July 17, KOWLOON, German str., 1,487, H. Stehr, Cebu 12th July, General.—SIEMSEN & CO.

July 17, LUKANG, British str., 970, G. Leach, Chinkiang 15th July, General.—JARDINE, MATHESON & CO.

July 17, VETZABURG, German str., 1,372, G. Hillmann, Bangkok and Kousichang 6th July, also and Wood.—BUTTERFIELD & SWIRE.

July 17, THALES, British str., 820, Robson, Swatow 16th July, General.—DOUGLAS LAFRAIK & CO.

July 16, VULGAR, British str., 2,237, Carter, Cardiff 1st June, Cal. ORDER.

July 17, LOONGMOON, Ger. str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17th July.

Airline, British str., for Sydney.

Australian, British str., for Shanghai.

Changchou, British str., for Amoy.

Heran, German str., for Rajang.

Kikung, British str., for Canton.

Kowloon, German str., for Canton.

Loongmoon, German str., for Shanghai.

P. C. C. K'iao, German str., for Bangkok.

DEPARTURES.

17th July.

ARNOLD LUYKEN, German str., for Swatow.

HERMANN MENZEL, German str., for Chetoo.

LUCHA, Austrian str., for Saigon.

SHANER, British str., for Nippon.

TELEMACHUS, British str., for Shanghai.

VESSELS IN DOCK.

15th July.

ABERDEEN DOCKS.—Taisan.

KOWLOON DOCKS.—H.M.S. Wivern, Dynomena, Taiyuan, Zofim, Poplar Branch, Komulus, Solent.

COSMOPOLITAN DOCK.—Kolschchang.

SHIPPING REPORTS.

The British steamer Tokong, from Chinkiang 12th July, had light S.W. winds, smooth and fine to breaker point, thence to port light S.E. wind and sunbline.

The British steamer Bonedi, from Amoy 16th July, had gentle S.W. breeze backing to the eastward freshening and becoming steady with some showers.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong Harbour:

ANDRÉE OREGO, Am. barque, S. Amesbury.—Standard Oil Co.

ALLAS, American ship, McKay.—Standard Oil Co.

EVIN J. RAY, American barque, Easton.—Sander, Wiesel & Co.

VESSEL ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA"

Captain Mosca, will leave for the above place TO-DAY, the 18th inst., at Noon.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Princes Building, Hongkong, 16th July, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above port TO-DAY, the 18th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 16th July, 1902.

FOR SWATOW.

THE Steamship

"TAILEE."

Captain H. Michelson, will be despatched for the above port TO-DAY, the 18th inst., at 2 p.m.

For Freight or Passage, apply to

MEYER & CO., Agents.

Hongkong, 16th July, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above TO-DAY, the 18th July, at 4.30 p.m.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th July, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th inst., at 5 p.m.

For Freight or Passage, apply to

DAVID SASSON & CO., LD., Agents.

Hongkong, 16th July, 1902.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE."

will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to

SHAW, TOMES & CO., Agents, Shire Line.

Hongkong, 30th June, 1902.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN".....Comdr. H. Mowatt.....SATURDAY, 23rd July

R.M.S. "EMPEROR OF CHINA".....Comdr. B. Archibald, R.M.R.....WEDNESDAY, 27th Aug.

R.M.S. "EMPEROR OF INDIA".....Comdr. O. F. Marshall, R.M.R.....WEDNESDAY, 27th Aug.

R.M.S. "TARTAR".....Comdr. E. Beathan, R.M.R.....WEDNESDAY, 10th Sept.

R.M.S. "EMPEROR OF JAPAN".....Comdr. H. Pybus, R.M.R.....WEDNESDAY, 24th Sept.

THE MAGNIFICENT TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN, PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all ports in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The Run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

I. E. BROWN, General Agent, Pender's Street.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.

DESTINATIONS.

SAILING DATES.

SANUKI MARU.....Kobe and YOKOHAMA.....FRIDAY, 19th July

W. Townsend.....BOMBAY via SINGAPORE and.....at 4 p.m. sharp.

HIROSHIMA MARU.....COLOMBO.....at Noon, 15th July.

T. Mura.....Kobe.....SUNDAY, 20th July.

IZUMI MARU.....NAGASAKI, Kobe and YOKO.....at Noon.

C. H. Butler.....MARSEILLES, LONDON and.....at Noon.

KASUGA MARU.....ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 20th July.

H. Fraser.....VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, Kobe and YOKOHAMA.....at 4 p.m.

KAWACHI MARU.....Kobe and YOKOHAMA.....FRIDAY, 1st August, at Daylight.

J. S. Thompson.....SYDNEY and MELBOURNE via THURSDAY ISLAND.....SATURDAY, 2nd August, at Noon.

TOKA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, Kobe and YOKOHAMA.....MONDAY, 11th August, at 2 p.m.

HAKATA MARU.....Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th June, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
CLAYBURN	3,328	D. Barton	July 22nd
DURR OF FIRE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Pantou	August 9th
TACOMA	2,811	A. Dixon	August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £25.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.

HONGKONG TO NEW YORK, £45.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train; day and night TACOMA to NEW YORK in 41 hours. Marvellous Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £25.

The best route to the Klondike Gold Fields. Frequent sailings from Victoria and Tacoma to DYEA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

